

PROJECT SCOPING NARRATIVE

Route U000 - Givens Lane Widening & Progress Street Extension Town of Blacksburg

*December 9, 2005**

1.0 Project Background and Scoping Meeting Data

1.1 Project Identification

Project No.: U000-150-114, P101, R201, C501
PPMS No.: 72527
From: 0.06 Mi. South Ashford Court/ Givens Lane
To: 0.07 Mi. East North Main Street/ 0.01 Mi. North Cherokee Drive
Project Length: 1.48 Mi.

1.2 Scoping Meeting

Date: August 17, 2005
Time: 3:00 PM
Location: District Materials Conference Room

1.3 Project Narrative / Background

The current Givens Lane typical section consists of two 11' lanes of bituminous asphalt concrete with variable shoulder widths and variable cut and fill slopes. There is an occasional stretch of sidewalk along the existing roadway which will not be usable with the newly proposed typical section. The Tom's Creek Road Interchange project will affect the existing Givens Lane connection to Tom's Creek and create a new connection with Chickahominy Drive. Givens Lane terminates at North Main Street. There are six side streets that access Givens Lane, two of which accommodate through traffic with connections to other streets.

Progress Street is currently a dead end street and consists of two 12' lanes, 4' bicycle lanes and a 4' sidewalk on one side. There are four connections along Progress Street from Patrick Henry Drive to the existing dead end termini. These connections serve two residential subdivision developments to the east and west of the roadway.

1.4 Initial Project Goals Statement

The widening of Givens Lane and the extension of Progress Street are defined in the Town of Blacksburg's 2046 Comprehensive Plan as being a priority road project. Both have been identified to include sidewalks and bicycle lanes as part of new construction. In addition, this project was part of a resolution passed by the Blacksburg Town Council on April 13, 2004 which established priorities for road projects within the Town.

The purpose of this project is to provide a wider travel way, designated bicycle lanes, and sidewalk in order to enhance safety and promote multimodal transportation along the roadway.

*Preliminary Schedule updated on March 1, 2006.

2.0 Project Funding

[REDACTED] These funds consist of a balance of funds that have been previously allocated to the Town of Blacksburg as part of the Surface Transportation Program (STP), which has Federal funding participation, remaining from the Toms Creek Road project in addition to the Town's yearly urban state and local matching funds. Conceptual cost estimates were made for Preliminary Engineering (PE), Right of Way (RW), and Construction (CN) phases of the project. [REDACTED]

3.0 Design Data & Issues

3.1 Geometrics – Location & Design

Givens Lane is classified as an Urban Collector Street (GS-7) serving primarily residential areas in the north area of Blacksburg. The typical sections, as requested by the Town of Blacksburg, will be as follows; Givens Lane will be widened from the current 2-lane roadway with shoulders and ditches to a 2-lane roadway with designated bicycle lanes, curb and gutter, and an 8 foot wide shared-use path on the south side. Progress Street, also classified as an Urban Collector Street (GS-7), will be extended with its current 2-lane undivided roadway section, designated bicycle lanes, curb and gutter, and sidewalk on one side to intersect with Givens Lane. Although a raised median had previously been discussed by the Town of Blacksburg, by Town resolution (11-K-05) no median will be constructed as part of the project; however, traffic calming measures such as splitter islands, horizontal and vertical alignment variations, or roundabouts at major intersections should be incorporated.

After a preliminary review of the available mapping and aerial photography of the project area, the horizontal alignment of both roadways appears to have no design exception issues nor does the vertical alignment of the Progress Street extension. The vertical alignment for Givens Lane, however, has several vertical curves near the beginning of the project in the area parallel to Route 460 that will need to be evaluated further as the design is developed which may require a design exception.

There are some additional issues outside of the immediate project area identified in the Town of Blacksburg's resolution (11-K-05) the Town would like to see addressed as part of this project. First, the geometry, signal equipment, and signal phasing and timing at the intersection of Patrick Henry Drive and Progress Street is of concern. Once the Progress Street extension is complete, the intersection should be evaluated and as funding is available, adjustments be made to accommodate any changes in traffic patterns and operations. And second, the corners of the intersection of Sunridge Drive and Tom's Creek Road have a poor turning radius and there is an existing concrete gutter section that crosses the Sunridge Drive leg of the intersection. This combination requires drivers to navigate turning movements more slowly than is normally anticipated. The Town would like to see the corner radius increased and the concrete gutter replaced with bituminous asphalt pavement. Again, as funding is available, the re-construction of these elements at the intersection can be addressed.

3.2 Survey – Location & Design

This project was flown by the Central Office photogrammetry section. Aerial mapping will be developed of the project area by our on-call survey consultant, Air Survey Corporation. A digital

terrain model (DTM) and digital ortho-photography will be developed from the aerial photography. A Bristol District survey party will perform the ground survey and Inframap will perform the subsurface utility designation. A Salem District survey party will provide survey control and monuments.

3.3 Transportation Planning

At the time of this scoping meeting environmental traffic data was being developed for use in the noise study. Traffic data and projections for Location & Design will be done after the data for Environmental has been completed.

3.4 Traffic Engineering

The Town of Blacksburg does not want bus turnouts on this project. Where possible, we will want to look at access management. The combination of certain entrances or closing certain side streets may improve traffic flow. The town of Blacksburg wants high quality thermo marking for edge lines and stop bars. Marking that is in contact with the bicycle lanes will be Type A paint. As part of the project, conduit and pole foundations will be installed for future roadway lighting.

Constructability issues were discussed as follows: If the Progress Street extension from Cherokee Drive to Givens Lane is built first, then Givens Lane from the extension to Chickahominy Drive can be built with the road closed.

Traffic data should be reviewed for the “new” 4-way intersection of Givens Lane and Progress Street to determine if a signal is warranted. Right of way, for any future signal, should be purchased. And a signal at Givens Lane and North Main Street may be warranted. The construction of this signal, if warranted, will need to be coordinated with the proposed construction for the North Main Street project (0460-150-103, P101, R201, C501, UPC 67976).

3.5 Environmental Considerations/Issues

The State Environmental Review Process (SERP) was initiated on July 20, 2005 and has been completed for the project. Attached is a copy of the Preliminary Environmental Inventory (PEI). Other than the potential impacts to commercial, residential, or non-profit properties, no other impacts were identified in the PEI. An environmental document is currently being completed for the project.

3.6 Drainage – Location & Design

Both of the proposed roadways will consist of curb & gutter and will require a closed drainage system. At least one and possibly two large cross-pipes (48” or larger) under Givens Lane will need to be extended as part of the widening. The Progress Street extension will cross a defined drainage channel which will be enclosed in either a culvert or as part of a bottomless box culvert to facilitate the grade separated trail crossing. The need for storm-water management basins are anticipated for the project.

3.7 Right of Way/Proffers

Right of Way is expected to be required from approximately 70 parcels. No donations or proffers are anticipated at this time. There are two displacements and one of which may be a total take. Existing right of way width on Givens lane is 35 feet and is expected to increase to 65 feet. The proposed right of way width for Progress Street extension is 60 feet.

3.8 Utilities

The existing utilities along the project include underground water and sanitary sewer, overhead power, underground telephone, and overhead cable TV. With the proposed grade changes along Givens Lane, conflicts with maintaining adequate cover over the water line and/or with the proposed storm sewer system are anticipated. The Town of Blacksburg has indicated they would like to have all utilities relocated underground along the project. The Town is looking into how the increased costs could be covered due to the increase from above ground to underground relocation.

3.9 Pavement/Geotechnical

The existing Givens Lane pavement surface is bituminous asphalt concrete. None of the existing pavement structure will be used for the proposed pavement structure. Existing surface may be used for maintenance of traffic during construction. Project is in karst terrain and sinkholes are possible.

3.10 Construction Issues

The length of time needed to complete the project was discussed and depending upon the start date, it was agreed that it would take two construction seasons to complete. Salem District's construction section will develop a preliminary critical path schedule and a narrative describing the order of work.

3.11 Structures

There are no existing structures within the project limits. The Progress Street extension will cross an existing walking trail that primarily serves the residents of the Shenandoah subdivision. This crossing will be grade separated and will be either a box culvert or a "con-span" type structure. In addition, potential locations for retaining walls will be closely evaluated along the project to determine the benefit of reducing impacts to adjacent properties from the proposed limits of construction.

3.12 Maintenance

No maintenance issues were identified outside of the proposed trail crossing. Adequate visibility for the trail users and ensuring that no storm water would encroach onto the trail surface during storm events are two concerns with the proposed trail crossing.

3.13 Project Communication Plan

This project will require a citizens information meeting (CIM) and a public hearing. An early CIM has been planned for October 6, 2005 to quickly provide citizens an opportunity to comment on a conceptual typical section and preliminary design concept.

4.0 Project Delivery & Schedule

4.1 Design-Build Project Delivery

In an effort to maximize the use of available funding, the Department and the Town of Blacksburg have chosen to use the design-build process to complete this project. The process to select a qualified design-build candidate will begin in Spring 2006. Until that time and after survey is complete, the on-call consultant contract will be used to develop the plans up to 30% or the Preliminary Field Inspection stage just prior to the Public Hearing.

4.2 Preliminary Schedule

Once a selection of a qualified design-build candidate has been made, a firm schedule for the acquisition of right-of-way and construction will be determined. A preliminary schedule is as follows:

Milestone	Date
Hold Citizens Information Meeting	October 2005
Survey to be Completed	December 2005
Hold Public Hearing	Spring 2006
Request for Qualifications (RFQ) (from Design-Build firms)	Spring 2006
Shortlist of Qualified Firms	Spring/Summer 2006
Request for Proposals (RFP) (received from Design-Build firms)	Summer 2006
Contract Award	Winter/Spring 2007
Begin Right of Way Acquisition	Spring/Summer 2007
Begin Construction	Spring/Summer 2007

Attachments

- LD-430 Scoping Report
- Project Map
- Preliminary Environmental Inventory
- PPMS POP-109/Schedule (needs RSC)
- Six Year Plan Page
- Constrained Long Range Plan Page
- PCES Worksheet
- Town of Blacksburg Resolution (11-K-05)

NOTE: A project location map (USGS) and written report of the initial field review should be attached to this form

Route	U000	or Name of Facility	Givens Lane & Progress Street				
Project	U000-150-114, P101, R201, C501					PPMS ID	72527
From:	0.06 Mi. South Ashford Court / Givens Lane					FHWA - 534	2I001
To:	0.07 Mi. East North Main Street / 0.01 Mi. North Cherokee Drive						
County, City or Town	Town of Blacksburg					, Virginia	
District	Salem	6 Year Plan(Year)	FY06	Page	678	Line	2
Type of Facility: (Interstate, Primary, Urban, Secondary, Bridge, Bicycle, Other)						Urban	
PE Authorization Date	11/02/04		Type Plan Assembly (C,M,N)		C		
Scheduled Advertisement Date September 2006							

Description of Work: Givens Lane Widening / Progress Street Extension

Are you aware of any sinkholes along the project corridor? No

Existing Pavement to be Used	To be determined.
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PART A (cont.)

Widening Existing Pavement Both (one side, both) Existing Pavement Width 21' m/ft
 Widening Lt. Varies m/ft. Widening Rt. Varies m/ft.
 Does the locality have a biking or walking accommodations plan? Yes
 Sidewalk: Width 5' left side Location Progress Street (east side)
 Shared Use Paths: Width (~~10' or 12'~~) 8' right side Location Givens Lane (south side)
 Bicycle Lanes: (Yes or No) Yes Location Both sides, both roadways
 Wide Outside Lane: Width (14' or 15') No Location _____
 Have Roundabouts been considered? (Yes or No) No
 No. Bridges Req'd. None Suff. Rating Exist. Bridges _____
 R/W Width Variable to 65' Purchase X Donation _____
 Perform Recoverable Slope Study? (Yes or No) No If no, explain Urban
 List Necessary Design Exceptions: Vertical curve on Givens Lane near the tie to Chickahominy Drive
 Should a value engineering study on this project or specific elements be facilitated by Management
 Services Division? Yes
 Maintenance of Traffic Concerns: Number of lanes to be maintained: 2
 Minimum width of lanes to be maintained: 9 ft. m/ft.
 Restrictions on lane or shoulder closures? (Yes or No) Yes
 Will Temporary Detours been considered? (Yes or No) Yes
 Design services provided by (Central Office, District, Consultant or other)? Salem District Office
 Project Assigned to Michael A. Russell Phone No. 540-375-3593

Members of the Initial Field Review Team are as follows:

District Utilities Engineer Brad Bowles
 Residency _____
 Location and Design Rob Cary, Michael Russell, Scott Woodrum, Jane-ellen Hess
 Location and Design (Public Involvement) _____
 Location and Design (Survey) Gary Brant
 Location and Design (Hydraulics) Dan Eberhardt
 Locality (if applicable) Adele Schirmer, Brandon Steele
 Programming Division _____
 Local Assistance Division (if applicable) Leo Rutledge
 Environmental (address items found on Form EQ-429) Fred Davis
 Right of Way and Utilities Cheryl Pagans
 Traffic Engineering Division David Lloyd
 District Traffic Engineer _____
 Transportation and Mobility Planning Division Walter Pribble, John Shelbourne, Michael Gray
 Structure and Bridge Division _____
 Department of Rail and Public Transportation (if applicable) _____
 Scheduling & Contract Division _____
 Area Maintenance Engineer Robbie Williams, Dale Stancill, Duane Mann
 Materials Wade Pence
 FHWA _____

PART A (cont.)Survey Information Required

Provide a letter size map or photo showing the location of project. If possible, please include a large scale photo (minimum plan ratio 1:2000 or scale 1" = 200') to show the scope of the project.

Average width of terrain information required 400'

List connections with length of survey needed Progress Street – 1200'; Whipple Drive – 400'

Does this project tie to or cross any other existing projects that are now in the survey, design, R/W, or Construction phase Yes or No Yes

If yes, provide the following information:

Project U000-150-109, B604,C501,P101, R201 (Construction)

From: At Rte. 460 Bypass

To: Toms Creek Road Interchange

Project Manager Cara Simpson PPMS No. 17682

Project 0460-150-103, P101, RW201, C501 (Design)

From: Giles Road

To: Woodbine Drive

Project Manager Scott Woodrum PPMS No. 67976

Project _____

From: _____

To: _____

Project Manager _____ PPMS No. _____

Any other information which should be included with survey request None

Survey Authorized by: _____

Date _____

District Administrator (Secondary Projects)

Assistant L & D Engineer (other projects)

Scope Approval

Will PART C be completed for this project? Yes ☒ No ☐

Approved by: _____ Date: _____
Resident Engineer

Approved by: _____ Date: _____
District Administrator

Concurrence by: _____ Date: _____
Programming Division Director

Approved by:	_____	Date:	_____
	District Administrator		
Approved by:	_____	Date:	_____
	Assistant Location & Design Engineer		
Approved by:	_____	Date:	_____
	Programming Division Director		
Approved by:	_____	Date:	_____
	Local Assistance Division Director		

After approval by Scoping Group please return completed form to:

Michael A. Russell Project Manager

District Administrator	Initial Field Review Team Members
District Construction Engineer	State Environmental Administrator
Resident Engineer	Right of Way and Utilities Division, (Project Scheduling and Certification Section)
L & D Project Manager	
Programming Division Director	State Traffic Engineer
State Scheduling and Contract Division Engineer	District Traffic Engineer
Local Assistance Division Director (if applicable)	Program Manager Traffic Engineering Design
District Location and Design Engineer	State Transportation Planning Engineer
State Survey Engineer	State Bicycle Coordinator
Value Engineering Program Manager	State Structure and Bridge Engineer
Management Services Division Administrator	State Materials Engineer
FHWA	Director of Rail and Public Transportation

PART B

This section of LD-430 should be completed to document information discussed at the Initial Field Review and should be included with information provided when project survey is requested.

Existing Conditions

Existing Posted Speed 25 MPH

Surface of Facility Bituminous asphalt concrete

Width of Facility 22' (Givens)/ 32' (Progress) Ditch Width 3.5' (Givens)/ C & G (Progress)

Cut Slope Variable 2:1 Fill Slope Variable 2:1

Are existing slopes holding up? X Yes No

Average width of existing Right of Way 35' (Givens) / 60' (Progress)

Businesses that may be taken Yes X No. If yes, number

Homes that may be taken X Yes No. If yes, number 2

Provide purpose and need for this project: To provide a wider travel way, designated bicycle lanes, and sidewalk in order to enhance safety and promote multimodal transportation along the roadway.

Is this improvement in a regional or local study X Yes No

If yes, name of study Blacksburg 2046 Comprehensive Plan

Major structures on this project

Give a short description of major structures (replacement, rehabilitation or new structure). For existing structures, also provide the four digit Virginia structure number, and the existing five digit structure ID number (Federal ID). Also, for new structures and replacement structures, provide the new five digit structure ID number(s).

Structure number:	1	2	3	4	5	6	7	8
four digit Virginia structure number:								
existing five digit structure ID number (Federal ID):								
new five digit structure ID number(s):								

Miscellaneous information

Is Railroad involved? Yes X No. If yes, what type of crossing is present? At grade or separated .

Are proffers or other financial arrangements anticipated? Yes X No. If yes, give source and amount

PART B (cont.)

Environmental impacts that may accrue on this project No

Are you aware of any sinkholes along the project corridor? No, But project is in karst terrain so sinkholes are possible.

Are major utility conflicts or problems anticipated? X Yes No. If yes, please explain
Because of proposed grade changes along Givens Lane.

Are utilities present that may be attached to bridges? Yes X No. There are no exist. bridges
Would this project be affected by any other project? If yes, please explain Yes, Tom's Creek Road
is scheduled to begin construction in Spring 2006 and North Main St. is currently under design.

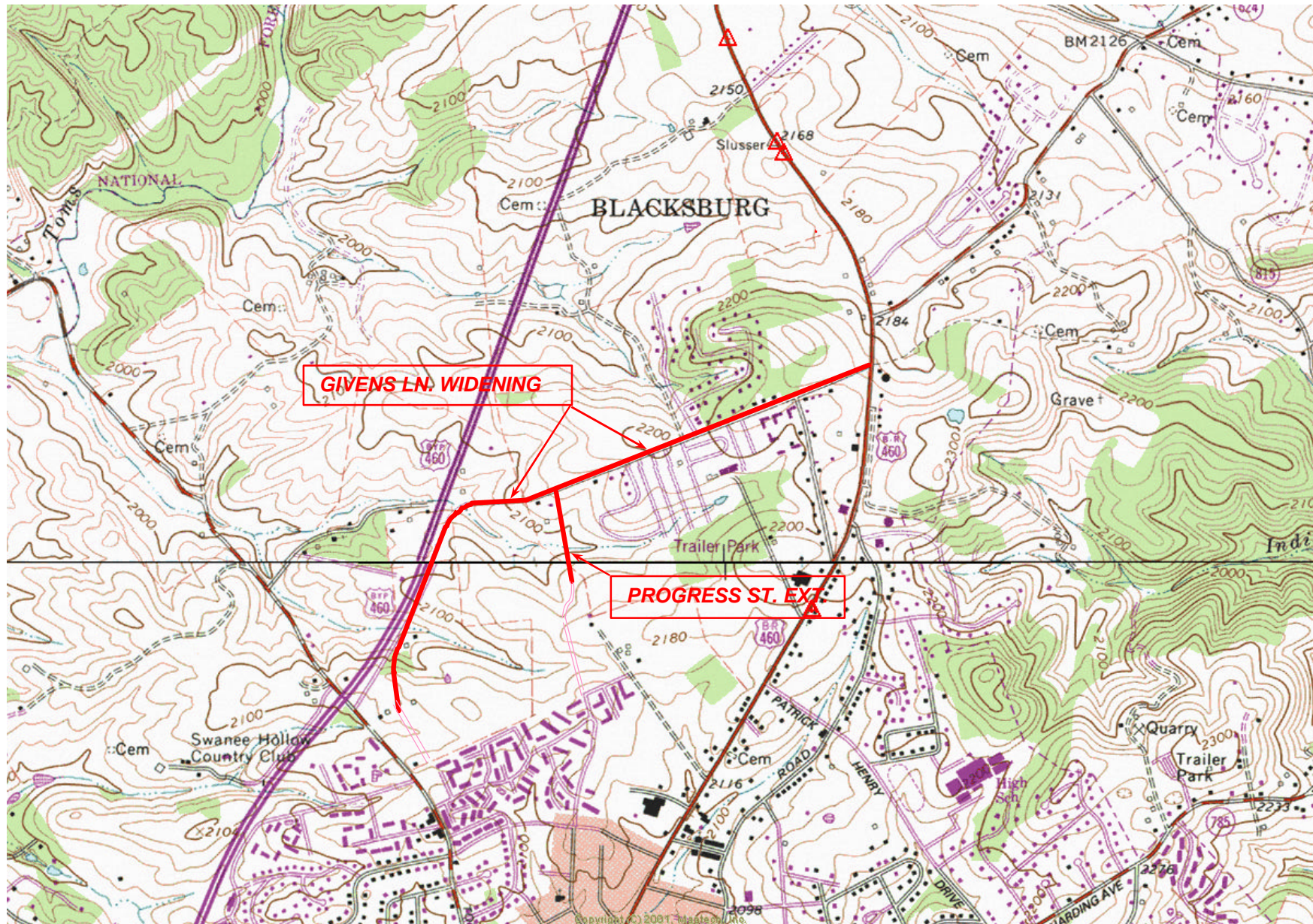
Recommended Public Involvement for this project:

None Explain
Information meeting (s) Yes
Post Willingness
Public Hearing Yes

Will maintenance of traffic be necessary for this project? (Yes or No) Yes

Can a detour to another road be used? No

Project U000-150-114, P101, R201, C501 - PPMS 72527
Givens Lane Widening & Progress Street Extension
Town of Blacksburg



Preliminary Environmental Inventory

Project Information					
PPMS ID #:	72527	Date:	09/06/2005	District SERP Coordinator:	Davis, Fred
Project Name:	Progress Street Extension & Givens Lane Reconstruction	Field Review Date:		Field Review Conducted By:	
Route:		City/County:	Montgomery	Zip code:	24060
Road Type:	Urban	Lat:	37°15' 08"	Long:	-80°25' 26"
VDOT Prj #:	U000-150-114	Project Administered by Local Government:			Unknown
Limits From:	0.10 MILE NORTH CHEROKEE DRIVE/ GIVENS LANE	Target Advertisement Date:			
Limits to:	N.MAIN ST. 0.06 MI S. ASHFORD COURT	Funding Source:		Federal	
Additional Project Description:		Project involves: 1) Extension of Progress Street from its existing terminus to Givens Lane @ Progress Street; 0.16-mile long segment on new location; 24-ft roadway w/ curb & gutter, designated bicycle lanes, and sidewalk; R/W width ~ 50-ft; as such, existing 3-way intersection of Progress & Givens will become 4-way intersection. 2) Reconstruction of Givens Lane as 2-lane divided roadway from North Main Street to existing terminus of Chickahominy Drive; 1.44-mile long segment within existing corridor; 26-ft roadway w/ curb & gutter, raised median, designated bicycle lanes, sidewalk, shared-use sidewalk; R/W width ~ 90-ft.			
Project Type:	Construction	Location Of Work:	Work within existing corridor	Road Conditions:	Existing Proposed
				Pavement Width (ft)	20 26
				Right-of-way-width (ft)	35 90
				Bridge/drainage structure?	None Specified
Resource Information					
Resource	Detailed Resource Information			Level Of Impact	
Potential commercial, residential, or non-profit displacements	#Commercial:	0	#Residential:	18	Impact
	#Non-Profit:	0	#Industrial:	0	
	Comments: 18 single-family residential trailers will be impacts in adjacent trailer courts.				
Known hazardous materials/waste sites/landfills	Recorded hazmat sites:	0			No impact
	Observed or potential sites:	0			

	Acres impacted: 0 Comments: DOF (08/05/2005)- None.	
Existing open space easement	Number and locations of easements: 0 Comments: VOF (08/05/2005)- None.	No impact
Geology of site	Location of areas of concern: 1 Comments: DMME (08/22/2005)- Project crosses mapped fault (near bend in project); expect non-competant rock.	Unknown
Public water supply	Location of public water supply: 0 VDH's public water supply information is contained in VDOT's GIS Integrator under Surface Water Intake, Surface Water Intake Watersheds, Wells and Springs, and Wells and Springs Protection Zones. This database was searched for potential impacts to known public water supplies on 08/02/2005. This search resulted in the identification of no public water supplies within the project area. Comments: None.	No impact
Scenic resources	Wild and scenic rivers: 0 Virginia Byways: 0 DCR's Virginia Outdoors Plan was searched for potential impacts to Wild and Scenic Rivers. Virginia Byways Map was searched for potential impacts to State Scenic Byways. These resources are not present within or adjacent to the project area. Comments: None.	No impact
Threatened or endangered species	DGIF identified a FE, FT, SE or ST terrestrial or aquatic species in their Collections database within a 2 mile radius of the project, therefore the project is under review by VDOT's Biologist : N DCR identified a FE, FT, SE or ST plant or insect species in the VDACS/DCR database, therefore the project is under review by VDOT's Biologist : N VDOT's Biologist has reviewed the available information and determined the Level of Impact at this stage : Y Comments: DCR/VDACS(09/01/2005)Project does not affect any documented state-listed plant or insect species. VDOT (08/03/2005)-A two-mile radius search was conducted on the Department of Game and Inland Fisheries Online Fish and Wildlife Information Service to identify any threatened or endangered species. DGIF ()-DGIF does not comment on Early Notification. VDOT/GIS database search revealed there to be no state- or federal-listed threatened or endangered species in the project area.	No impact
Natural heritage resources	Documented? : N Site visit performed by DCR? : N	Unknown

	<p>Date Site visit performed? :</p> <p>Comments: DCR (09/01/2005)- Natural Heritage Resources are not documented in project area. However, project overlies or is adjacent to karst landscape characterized by sinkholes, caves, disappearing streams and large springs. If such features are encountered during construction, coordinate with DCR's Wil Orndorff @ 540-831-4056 or wil.orndorff@ dcr.virginia.gov to document and minimize impacts. Discharge of runoff to sinkholes or sinking steams, filling of sinkholes and alteration of cave entrances can lead to surface collapse, flooding, erosion & sedimentation, groundwater contamination and degradation of subterranean habitat for natrual heritage resources. If project involves filling or "improvement" of sinkholes or cave openings, DCR requests detailed location information and copies of design specifications. In cases where sinkhole improvement is for stromwater discharge, copies of VDOT Form EQ210 will suffice.</p>	
Trout waters	<p>Location : 0</p> <p>A search of VDGIF's online Fish and Wildlife Information Service database revealed no trout waters within 2 miles of the protection area.</p> <p>Comments: None.</p>	No impact
Anadromous fish	<p>Location : 0</p> <p>A search of VDGIF's online Fish and Wildlife Information Service database revealed no anadromous fish waters within 2 miles of the protection area.</p> <p>Comments: None.</p>	No impact
Known shellfish grounds	<p>Location : 0</p> <p>Comments: None.</p>	No impact
100-year floodplain areas	<p>FEMA FIRM Community Panel Number : 510100 003B , 510100 003B , 510100 003B , 510100 003B</p> <p>Within 100-year floodplain ? N</p> <p>Comments: None.</p>	No impact
Existing public access to waterways	<p>Access Exist? : N</p> <p>Recreation Use Bridge N/A</p> <p>The bridge listed in the Inventory of Bridges with Recreational Use provided by DCR.</p>	No impact

	Comments: None.	
Federal Property	Name or Location : Jefferson National Forest Comments: Jefferson National Forest is not located within limits of proposed project.	No impact
Historic resource	Previously recorded architectural resources ? : Yes Previously recorded archaeological resources ? : No Area of Potential Effects : The APE for archaeology is the construction limits of the project, including all easements. The APE for architecture includes all above-ground resources over 50 years of age on parcels within or adjacent to the construction limits. Effect determination : No Historic Properties Present or Affected Studies Needed to ID Historic Properties : NONE Comments :	No Historic Properties Present or Affected
Water quality permits	Streams involved? Y If yes, name of stream(s): Unnamed tributary to Toms Creek, Unnamed tributary to Toms Creek, Unnamed spring tributary to Toms Creek, Unnamed tributary to Toms Creek If yes, streamflow is: Unnamed tributary to Toms Creek is < 5 Sq.Miles, Unnamed tributary to Toms Creek is < 5 Sq.Miles, Unnamed spring tributary to Toms Creek is < 5 Sq.Miles, Unnamed tributary to Toms Creek is < 5 Sq.Miles Wetlands involved? : N If yes, amount of impact: Are permits required? : Y	Impact

	If yes, type of permit required : SPGP-2 Cat. A,VWP General Permit No. WP3	Impact
	Comments : VMRC ()- N/A	
	DEQ-Water : (08/09/2005)-Conduct onsite survey to determine location, extent & type of surface waters present; avoid & minimize impacts to surface waters to greatest extent practicable; compensate for unavoidable impacts to surface waters.	

Overall Project Comments:

The findings in this PEI are a preliminary step in gathering environmental information about the human and natural resources in the project study area. Continuing coordination with agencies will be necessary to verify further need for studies, surveys, permit types, and clearances. The PEI is not a substitute for the studies and agency coordination necessary to identify specific project impacts.



RESOLUTION 11-K-05

A RESOLUTION OFFERING GUIDANCE TO THE VIRGINIA DEPARTMENT OF TRANSPORTATION ON THE GIVENS LANE IMPROVEMENTS/ PROGRESS STREET EXTENSION PROJECT

WHEREAS, public information meetings were conducted on October 6 and October 25, 2005, in the Town of Blacksburg by representatives of the Commonwealth of Virginia, Department of Transportation, for the purpose of discussing the development of the preliminary engineering of the Givens Lane Improvements/Progress Street Extension Project ("Project") in the Town of Blacksburg; and

WHEREAS, the Town Council has received public comment and considered the proposed Project.

THEREFORE, BE IT RESOLVED by the Council of the Town of Blacksburg that the Council provides the following direction to the Virginia Department of Transportation on the preliminary engineering for the Project:

1. Givens Lane improvements should not incorporate a median; however, splitters, horizontal and vertical alignment variations, or other traffic calming measures should be incorporated in the design of Givens lane to reduce speeding.
2. Givens Lane should include bike lanes along the entirety of the improvements, and an eight foot wide multipurpose asphalt path should be included on the south side of Givens Lane along the entirety of the Project. No sidewalk should be constructed or replaced on the north side of Givens Lane. Pedestrian crossing improvements should be provided to enable safe access from the developments on the north side of Givens Lane to the trails and neighborhoods on the south side of Givens Lane.
3. The extension of Progress Street should remain a part of the Project, and appropriate traffic calming features (which may include splitters, horizontal and vertical alignment variations, or other strategies) should be incorporated in the design of the extension and on the existing segment of Progress Street between Givens Lane and Patrick Henry Drive.
4. The details of the Progress Street crossing of the wet weather stream and pedestrian trail should be developed during the design process and presented at the next Virginia Department of Transportation public input meeting.
5. Screening with landscaping or berms, or both, should be included in the Project where the rear or sides of homes are adjacent to the roadways being constructed or improved. This screening should not increase the right of way widths proposed for the Project.
6. Pedestrian crossing improvements should be made at the crossing points of the existing trails on Progress Street to provide safe access from the each side of the Shenandoah neighborhood to the other side.

7. Bike lanes and a sidewalk on the east side should be included on the extension of Progress Street to connect with the sidewalk on existing Progress Street.
8. The geometry, signal equipment, and signal phasing and timing of the intersection of Progress Street and Patrick Henry Drive should be included in the scope of improvements provided by the Project to assure that traffic changes resulting from this project are accommodated appropriately at this intersection.
9. During the preliminary design phase, all intersections in the Project area should be evaluated for additional turn lanes, stop signs, or traffic signals.
10. All overhead utilities in the Project area should be placed underground.
11. All segments of the Project should include roadway lighting.
12. Sidewalks should be included within the Project limits on Whipple Drive, and should be continuous on the west side of Whipple Drive (at least from Givens Lane to the bus pull-off on Whipple Drive).
13. The Project should include removal of the valley gutter section and widening of the curb return radii at the intersection of Sunridge Drive with Toms Creek Road.
14. The details of construction phasing, such as determining the segments of the Project to be constructed before others, should be developed by the Virginia Department of Transportation or the Design Build team during the design process.

Roger E. Hedgepeth
Mayor

ATTEST:

Donna Boone-Caldwell
Town Clerk

Date of Adoption: November 22, 2005